

GLIMPSES of NORTHERN CANADA

THE LAND OF HIDDEN TREASURE



W. TEES CURRAN
AND
H. P. ADAMS M.D.

THE CAMBRIDGE CORPORATION LIMITED
MONTREAL. PUBLISHERS.



*Glimpses of
Northern
Canada*

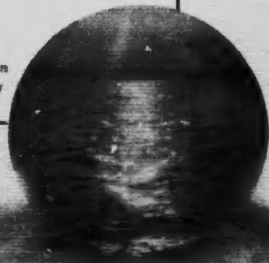
THE LAND
OF HIDDEN
TREASURE



CAMBRIDGE CORPORATION, LIMITED
MONTREAL

WM. TEES CURRAN
AND
DR. HORACE P. ADAMS

*Moonlight on
Hudson Bay*

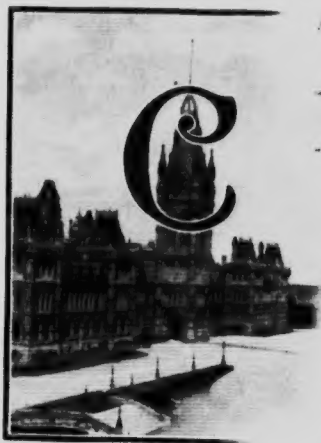


FC 3969

4

C67

CANADA



CANADA! What melody rings around the name of CANADA: the country of magnificent potentialities and boundless possibilities—the fringe of which is scarcely touched. The vowels of her tri-syllable fall on the ear like the beat of an angelus—awakening, uplifting, exalting. CANADA! The name inspires. It is a very trinity of alphas, and eloquently symbolic of the leading part she is destined to take in the future history of the world.

Since the days of Jacques Cartier, when he and the old Iroquois chief smoked the pipe of peace on the banks of the St. Lawrence, the orthography of her name has changed, but its derivation—a collection, an aggregation, a totality—is pregnant with a greater force and wider significance, the latent power of which is but vaguely suspected by the world at large, and scarcely realized by herself. Its clarion call has not yet reached the ear of the youthful nation, but when it has been heard and responded to, CANADA

will be a name to conjure with—a name standing not only for the superiority over other lands of her aggregation of natural beauties, but also for the physical, mental and moral characteristics of her people.



Mississippi River.



Timber on Eastmain River.

larger than Europe, forming one homogeneous whole, with an area greater than the United States; a fit environment for such a race!

CANADA! A collection of mountains, plains and valleys, of rivers, lakes and inland seas; a multiplicity of natural resources unrivalled in the world; with a bracing and invigorating climate, cementing the whole, and suited for the growth of a thousand species of shrub and tree, of flower, fruit and cereal: her prairies will feed a world.

No country has a fairer record: her pages are unsullied by the horrors that have dyed blood-red the history of nations, whose liberty and freedom were purchased by the sword! Canada was born free and endowed with a heritage of high aspirations and noble deeds, bequeathed alike by her Gallic and British Ancestry; and she stands now a fairer replica of that vast empire of which she forms a part, waiting to take her share in the world's work, and when the time is ripe, she will step out into the commonwealth of nations—the youngest but not the least vigorous, strong and virile—bringing with her a new and gracious message

CANADA! No other word could so fully describe this collection of territories so suited for the development of the highest type of man; this collection of provinces

to the world—a message of peace, goodwill and love to all mankind.

If the statement were made that but little is known of **CANADA** beyond the portion lying along and adjacent to the southern boundary, through which flow its greatest rivers and lakes, it would seem almost incredible, but a glance at the map will prove this to be correct. For instance, Ontario, the best known of all the provinces, has only one-seventh of its area developed, the remaining six-sevenths forming almost an unknown wilderness, larger in extent than the States of Massachusetts, Connecticut, Rhode Island, New Jersey and Delaware, and in addition, one half of the State of New York. The possibilities of development of this vast extent of country to the north, rich in agricultural and timber lands, minerals and rivers through which the great national railway is to penetrate, connecting the Atlantic with the Pacific, is beyond present conception, and will only be fully realized when its millions of acres are thrown open by the combined power of steam and electricity; population and capital will then come to her shores and the great treasures and fabulous riches—



Isaiah, Indian Guide.

hidden even in her most remote and unattractive regions—be made use of.

Much valuable information in regard to these undeveloped portions of the country is furnished through the Annual Report of the Geological Survey—information which is uniformly correct and reliable—and it was partly due to the perusal of these interesting publications by Dr. Robert Bell and Mr. A. P. Low, regarding the resources and hidden wealth of the districts of Northern Ontario, Northern Quebec and Ungava, that a party of Canadians during the last summer, determined upon taking a canoe trip into these districts with the object of ascertaining the nature of the soil, and the mineral deposits, the economic value of the ores, timber and fisheries to be found there, and to determine what opportunities there were for the employment of combined capital.

The Treasure-Seekers accordingly made preparations for an extended tour of four months' duration into this new Eldorado, the first part of the journey being undertaken in canoes over the old Missinaibi route to Moose Factory, a distance of 350 miles, and the second part a distance of over 500 miles, in a sailing yacht, as far as the Nastapoka

River, Hudson Bay. The party consisted of seven Canadians, accompanied by eight Indian guides. Four Peterboro canoes with two guides in each, were required to transport the one and a half tons

of provisions and the necessary camping outfit from Missinaibi, a station on the main line of the Canadian Pacific Railway, to Moose Factory on James Bay; and as the canoe-route over the trail necessitated a great deal of portaging—there being about seventy-five rapids in the river—it was necessary that the guides be experienced voyageurs.

Mr. George Elson, who accompanied the late Mr. George Hubbard, of Labrador fame, had been engaged for the trip, but at the last moment was unable to go; the services, however, of a full-blooded Indian, named Isaiah, were fortunately secured as chief guide. Isaiah is considered the most skilful boatman on the Hudson Bay, and a most experienced voy-



Height of Land Portage.

ageur.

As none of the party had previously taken a journey of this kind, full of adventure and involving some risk, it was not without a feeling of excitement and anticipation that they pushed out into Dog Lake, at Missinaibi, at high noon, a beautiful warm day, or the 18th of



Missinaibi River.

June, and were fairly launched on their journey to the north in search of hidden treasures.

Dog Lake is only eight miles in length and its outlet at Stony Portage leads into Crooked Lake. The waters of both lakes have an abundance of fish. At Stony Portage the pickerel caught ran up to five pounds in weight, and owing to the coolness of the stream, were of remarkably fine flavor. Indeed, the Missinaibi district has become renowned for its good trout-fishing as well.

The party spent their first night under canvas at Stony Portage, north of Missinaibi Station, and at the height of land. From this watershed begin the remarkable stretches of rivers and lakes of the northern land, making up a water-area not to be found in any other country in the world. All these great rivers, gathering to themselves the waters of countless streams and forming, in some instances, bodies nearly as large as the St. Lawrence, flow from the height of land, northward over the great Clay Belt into the Hudson Bay. Many of these rivers and lakes are navigable by canoes throughout their entire length, and the continuity of their waters with their easy connecting portages make delightful canoe-routes through to the salt waters of the great inland-sea, the Hudson Bay. The people of Southern Canada know practically

nothing of the great water-system that flows over this rich and fertile land of the north; nor have they any conception of the country itself. It is hopeless to endeavour, either by words or photographs to do justice to the everchanging beauty of this northern landscape; it must be seen to be appreciated.

Mr. J. B. Tyrrell, M.A., in a recent article on the Development of Northern Canada, said: "We now know that in Northern Ontario near the Height of Land between the watersheds of the Great Lakes and Hudson's Bay, there is an area of 25,000 square miles of rich clay land, which is eminently suited to the growth of all the more hardy cereals. Judging from the similarity of the vegetation on the forest area in Northern Ontario to the vegetation in the wooded regions of Manitoba, Saskatchewan and Alberta, where the best wheat in the world is grown, I am confidently of the opinion that this great clay belt of the north, with its 16,000,000 acres of rich land, will, when cleared and drained, be the wheat growing region of Eastern America, and that the wheat that it will grow will be No. 1 hard. This statement, that there is



Brunswick House Rapids.



ing waste which is capable of producing 150,000,000 bushels of hard wheat every year, may seem hardly credible; but such seems to me to be the case."

The word "Missinaibi" is the Indian name for "Pictured Water" and is charmingly illustrative of the beauties, not only of the lake but river Missinaibi as well. The former is a delightful body of water, thirty-five miles long, and can be seen from end to end. It is surrounded by high hills, interspersed here and there with softer undulations, while occasionally a loftier peak pierces the blue sky. Here the Missinaibi has its source, and augmented by innumerable tributaries, discharges an enormous body of water through its outlet, Moose River, into James Bay. Its entire length is a continuation of the same varied and picturesque combinations—a perfect panorama of beauty—affording a scene of water, mountain and forest, quite beyond description. Islands like a necklace of pearls lie on its bosom, and the banks of its shores are clothed with a raiment of fir, balsam, spruce, cedar and balm of gilead, which fill the air with fragrance. Here are tangled woods through which the sunlight gleams and the deeper forests with their gloomy recesses. From the thicket comes the song of the thrush and above float

in this Province, within a day's journey of the Capital, land now lying

the trumpet-call of the king of water-fowl, the white swan, or the peevish cry of the hawk in search of prey, and in the early morning, a few wild ducks take their circling flight through the free and limpid air. Later in the year, it is said, flocks of wild geese are seen here but disappear as soon as ice forms on the river.

Toward the outlet of Missinaibi Lake is the old Hudson's Bay Co. Trading Post, Brur Nick House, the location of which has been changed several times during the past hundred years.

After crossing the lake and carrying the goods over a short portage, Missinaibi River was reached, and here commenced the first of the seventy-five rapids of this wild river which goes winding along over 350 miles of country. Its course is exceedingly tortuous, twisting in all directions and at every bend is a rapid, some long, some short and others a succession of tumultuous waters, wide, swift and tempestuous. The running of these rapids, even under the clever canoe-manship of expert Indian guides, is a thrilling experience which nothing else can afford.

One is passing through the very jaws of death; a false stroke of the paddle is fatal, for if thrown into these boiling and turbulent waters, no matter how expert a swimmer, rescue is impossible.



St. Paul Rapids.

As one approaches these foaming and tumbling waters and is drawn into the powerful current, the voice of the Indian is heard above the roar of the rapid in a tone of frenzied excitement and authority, urging the oarsmen to "paddle up, paddle up," and a feeling of wild recklessness seizes one while taking the plunge and shooting through the smoking mist into the surging waters below.

Shooting therapids is almost as exciting an experience as shooting grizzly and is productive of as keen an enjoyment and as intense exhilaration; it can be recommended as a nerve tonic.

It is an extraordinary fact that the Indian cannot swim, although brought up on the river, consequently implicit trust may be placed in his protestation of being able to navigate a rapid—for he never takes chances.

Occasionally, moose were seen on the river—a large one at the falls below Devil's rapids and others at various places along the route.

Eagles were sailing aloft, piercing the blue sky—too far off for the gun; stray ducks sent a jeering cry from the haunts in the marshy pools where the party were often tempted to make attacks and very frequently landed in the camp of the dreaded enemy—the vicious mosquito.

As one continues to go north, the climate seems to improve until James Bay is reached; this is caused by the gradual declension of the country, the greater length of the summer day in the north, and the accumulation of the warm river water in the head of James Bay, the former being a fixed condition and the two latter changing only



Paddling Towards the North.

with the seasons.

Vegetation in the north is rapid. Flowers burst into bloom in a single day and tall grasses hang heavier in their shafts of ripening grain, while louder grows the chirping of the birds as they slip from twig to twig. The colors deepen on the landscape and the buzzing of

insects increases. Summer comes on apace and soon wild roses and sweet peas of delicious perfume adorn the landscape. As the days lengthened and the sun grew hotter, the canoers discarded a portion of their clothing and sitting with bare arms and bare backs they paddled their heavy canoes.

One of the enjoyments of a canoe-trip, whether for pleasure or for a more utilitarian object, is the camping at night after the long day's pull of thirty or forty miles; and when in addition to the work on the river, prospecting on the shore has been carried on, night is doubly welcome, for rest earned by hardy toil is then indulged in.

It was always advisable to choose for the camping-ground, a breezy upland, where mosquitoes and Satan's "devils," the black flies, were not so numerous as on the lower banks of the river. These pests were the disagreeable feature of an otherwise perfect trip; mosquito netting was therefore a necessary part of the camper's outfit. With this covering the head and face in the day time and hung over the bed at night, freedom from the mosquitoes' unwelcome attention was secured, as well as sleep unstirred by any dreams. No bed slept in afterwards is quite so comfortable as the campers' made in the Indian fashion of placing spruce boughs alternately, over which is

spread the beautifully-soft eider-down mattress provided for this purpose.

After camping for the night there is, however, much to be done; the gathering of dry wood for the fire, the unloading of provisions, the discussion of the menu, and the final refreshing dip in the river; these duties performed, one can lie down on the rich, deep verdure of an untilled world, and unmindful of the beauties around sniff the odor of the camp-fire and hungrily watch the Indians prepare the eagerly-anticipated meal; for the stimulating, pure air on the river is the death-blow to a jaded appetite.

The evening meal was a great function, but the loud laugh and wild gayety which not infrequently accompanied it was indicative of the healthy intoxication of animal spirits only, as there was nothing stronger than the "cup that cheers but not inebriates." Then the fragrant weed was indulged in—the heightener of joy and comforter of man until good nights were exchanged and sleep pulled her dusky curtain down.

But not long is it dark, for as the north is overtaken, the sun rises earlier and sets later, the days lengthen and the twilight is more prolonged—stealing on gradually; to those accustomed to the short evenings of the south this was a revelation, and to those familiar with



Moonlight on James Bay.

the long twilights of Britain, it was a happy reminder of the home-land.

Although racing and swimming, fishing and hunting and other river enjoyments were indulged in, yet the primary object of the trip—the search for hidden treasures—was carried on with eagerness. Examinations were made daily of the ore-bearing measures and associated rocks.

Many ores and mineral-deposits were discovered; iron, silica-sand, lignite, kaolin and gypsum were all found along the route and samples of these secured.

One of the resources however, visible to all, was the immense growth of timber on the banks of the beautiful

river, over which the party were passing. This virgin forest, extending eastward and westward almost to the boundaries of the province, contains, according to a recent reliable estimate, no less than 270 million cords of pulp-wood and three billion feet of red and white pine. This, viewed in the light of the rapidly advancing prices, represents enormous wealth.

When it is taken into consideration that the whole country is a network of waterways, flowing northward from the height of land down to the Hudson Bay—being crossed midway by the Grand Trunk Pacific Railway—it is apparent that this provision of nature, coupled with the construction of this great national highway by the Canadian Government, supplies re-

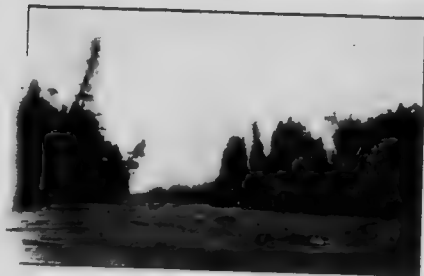
markable facilities for the transportation of timber and other products, and has rendered these resources doubly valuable.

It has been computed that at present market prices, the sale of pulp-wood alone in this great northern forest would defray the expense of building every



Long Rapids

mile of railway in Canada—roughly speaking 26,000 miles, including the Grand Trunk Pacific, at an estimated cost of \$57,000 per mile—and would leave a balance almost sufficient to build two other transcontinental lines. These figures, combined with estimates of other Canadian forests, are convincing statements of the fabulous wealth stored up in the natural resources



St. Peter's Rapids.

taken, not only to propagate other forests, but to protect these of the present day. Millions of dollars' worth of timber have been sacrificed through the carelessness of campers and railway companies in recent years, especially may this be said of British Columbia, where extensive forests have been fire-swept from end to end.

The attention of the party was particularly drawn to the destructiveness of the forest-fire while passing through one on their way to Missinaibi from the east. This extended seventy-five miles and raged on either side of the railway, in many places burning ties and telegraph poles and even bridges, which rendered the road impassable for several days.

Many of our timber-lands are close at hand, at the very door of the market, yet it is a fact that lumber is imported into Canada and from countries so far distant that boats in which it is transported coal three times during transit. It is a matter for congratulation, however, that the importation of manufactured lumber, such as shingles, from the United States, is rapidly decreasing; the amount being 24,000,000 in a recent year and 11,000,000 the year following.

of Canada. It is apparent, however, that if the trade of the future is to be supplied, as well as a revenue provided for the property owner, steps must be

In 1901, the agricultural and farming products of Canada were valued at \$393,000,000; the forest products at \$51,000,000; and the minerals at \$48,000,000. The farming industry has therefore been up to the present the most important and most remunerative. Yet such wealth of timber is stored up in our forests and minerals in our land, that if turned to account, the combined earnings of these would keep pace with the rapidly increasing earnings of the farm; the latter occasioned by the development of the immensely fertile prairies of the West.

Canadians import lumber, yet within the last few months a timber-limit covering an area of 550 square miles in the Province of New Brunswick was sold to foreigners to manufacture abroad. If Canadian capitalists do not rise to the situation, or if they fail to realize the advantage of investing capital in their own timber, utilizing it in such a way as will bring the best financial returns, we should at least demand that the foreign purchaser of these vast areas be prohibited from taking the lumber out of the country in the raw state.

Many people have contended that if the Canadian timber-limits were properly protected, not only would



The Virgin Forest.



Hell Gate Rapids.

Canadians have an ample amount of timber to supply the demands of this rapidly growing country, but would hold the key to the paper-industry of the world

At the present time we import a large quantity of steel rails and railway supplies; every description of iron and copper goods, chinaware, delfware, and all the best fire-bricks; and yet here in the northern part of Ontario and Quebec, not more than 500 miles from the Capital of the Dominion, are to be found the raw material for all these goods, lying alongside rivers having immense water-power sufficient for all demands.

What an anomaly! And again, with the necessary ingredients at hand to dress and dye the furs which our fur-bearing animals yield, the skins are sent abroad to a foreign market in an undressed state, and when they are re-imported into Canada, an enormous price is cheerfully paid.

If Canadians—as is most probable in a young country—are deficient in the technical knowledge of the manufacture of these raw materials, a greater impetus can be given to the immigration of the skilled artisan who has been trained in this knowledge through long apprenticeship—the British workman, for he stands supreme in a thorough knowledge of his particular trade and in a contempt for shoddy, indifferent or poor workmanship and adulterated food.

The ores and minerals of Northern Canada are

sleeping in the ground waiting for the pick and drill; the timber standing in the forest waiting for the axe; the land is there with its agricultural possibilities; the waters of a thousand streams waiting to be harnessed; all these are idle and waiting for increased population, combined capital—and what is of equal if not paramount importance and the culmination of the whole—the providing of transportation facilities and a ready means of access to the markets of the world in general, and the British market in particular.

The tremendous opportunities for the opening up of new markets in every quarter of the globe will not last forever, and the quicker Canadians create a demand for their goods the better, for the truism that "Possession is nine points of the law" is never better exemplified than in trading relations, for these, if once secured, last indefinitely.

What applies to Canada in general in regard to needed railroad facilities applies particularly to Northern Ontario, Northern Quebec and the Hudson Bay district. This was apparent as the journey toward James Bay was continued, and after much discussion all came to the conclusion that the natural outlet for the products of the country through which they were jour-



Timber to the Water's Edge.



Rapids on the Missinabi.

days, Sir Alexander Mackenzie, Lord Selkirk, Governor Simpson and others, in their endeavors to colonize what we now call "Central Canada," made use of the Hudson Bay Route.

The close proximity of this great inland-sea to this portion of the country was seen in a new light, and much wonder was expressed that this route had been entirely overlooked in recent years. The long winter and close season was not forgotten, and when this was offered as an objection, it was answered with the statement that recent investigation conclusively proved that this route was practically open four, and possibly some seasons, five months of the year and as a proof that the route was not as dangerous by any means, as was supposed, it was stated that of the 750 vessels that have navigated these waters for the past 175 years only two had been wrecked; and it was decided that some of the party should return by way of the Hudson Straits in the autumn to test the condition of the waters as to whether they were or were not navigable at that time.

neying, was by way of the Hudson Bay. Attention was drawn to the fact that in the early pioneering

The possibilities of a railroad from a point on Lake Superior through this northern country to the Hudson Bay was enthusiastically discussed. Maps were brought into requisition and plans drawn by the engineer to show that not only would such a railroad provide a short route to England and Europe for the Western Canadian, but the American as well. Said he: "Every mile that the American travels eastward from Lake Superior toward New York takes him that much farther away from the latitude in which England is situated; while every mile travelled towards James Bay would bring him that much nearer.

While the principal object of this suggestion was to provide a means of opening up Northern Ontario and the Hudson Bay district, both of which may contain the greatest mineral wealth of Canada, it was demonstrated with much clearness, the feasibility and shortness of this route to the European markets.

The danger of diverting traffic from existing lines was discussed with fairness to all, and when the needs of the rapidly-developing country, especially that of the western portion, with its yearly increase of grain, soon to be reckoned by the hundreds of millions of bushels were considered, it was the unanimous opinion that Canada cannot have too many railroads.



Northern Waterway.



Early Morning Catch.

and there will be more than enough work for them all.

The party had planned explorations on the Wabiskagami and two or three others of the many beautiful streams mentioned as flowing downward to the Moose River; the mouth of the river, however, was passed unobserved, the current being very strong and the sailing wind in the wrong direction, no effort was made to row back against the stream.

Investigations close to the mouth of the river resulted in samples of fine kaolin and silica-sand being secured; and while prospecting there a party from the Revillon Bros' Fur-Trading House came in sight on their way up the river, and kindly took charge of the mail, which had been written hoping for such an opportunity.

At the junction of the Opazatika—so called from the quantity of poplar on the banks—the stream of the Missinaibi widens and the rapids are fewer in number, finally ceasing altogether. All were sorry to lose the exhilarating and exciting sport.

Prospecting was now vigorously and successfully carried on, the next find being rather a peculiar one. The whole bed of the Opazatika for some distance below Bubbling Waters appeared to be underlaid with lignite. This was about six inches thick and very elastic; when probed it threw up great volumes of gas which bubbled up spontaneously, and is the "raison d'être" for the Indian name "Bubbling Waters." This phenomenon has been observed by the Indians from time immemorial and is considered a manifestation of the power of the Great Manitou.

A remarkable pillar of an angular shape is also regarded with reverence. This is seen at "Conjuring

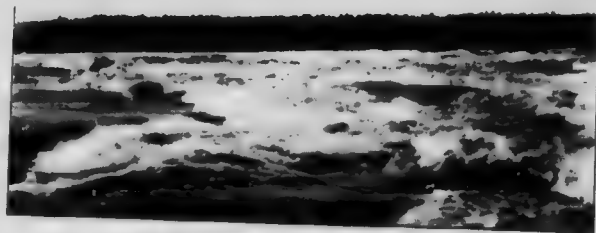


Iron Deposit, Hudson Bay.

House Rapids" standing perpendicularly, forty feet high, in the middle of the rapids. The river at this point passed through a crooked gorge with rugged sides, resembling, on a large scale, the Indian Medicine Man's conjuring house, and the rapid from this similarity derives its name.

The Indian has a strong personality and makes an interesting travelling companion; all the phenomena of nature appeal to him, not only in the witching hour of night, but in the garish light of day. He is very superstitious; every sound of nature is a potent of good or evil, emanating either from the Great Manitou—the Good Spirit, or from the Mudge-Manitou the Evil One; he speaks of the latter constantly and stands in awe of his anger. The appearance of a rainbow on one occasion—which after a violent thunder-storm spanned the entire Heavens from east to west—evoked from the Indians many expressions of admiration; one of them turning to the other guides said with an expressive gesture "It is the work of the Great Manitou."

They observe curious customs with regard to killing game, and a shoulder-blade or limb is always left on a tree or high projection for the Windigo—the Cannibal



Rapids on Eastmain River.

Spirit. They refuse to hunt some kinds of game whatever inducement is offered, and after a black bear is killed, it is drawn to the teepee in a prescribed way and various performances gone through before it is eaten.

The Indian voyageurs are, on the whole, quite intelligent, apparently more inclined to mental than physical effort, as shown by their practice of devising easy means of lessening labor. They do not accept the opinions of others unless such appeal to their individual judgment. Their method of carrying goods over portages is very ingenious,—a strap called a "tump line" is placed around the forehead, which hanging down the back supports a large body, such as a sack of flour, upon which other goods are loaded, the whole forming a pile sometimes higher than the head and weighing as much as 400 lbs. The Indian is a natural-born voyageur—an inheritance from his ancestry of a thousand years—and in addition to this is trained



Exchanging Mails, Missinabi River.



Conjuring House Rapids.

from early youth to carry heavy burdens from his forehead, thus the spine and muscles of the neck are strengthened, enabling him in his maturer years to carry heavy loads over these long portages. The photograph displaying the goods unloaded shows the size and quantity of the articles carried.

When nearing the Mattagami, the wind was blowing a strong gale and the boats were nearly swamped, but the sails which had been in requisition all that day were pulled down in double-quick time and encampment made for the night on an island at the junction of the Missinaibi and the Mattagami rivers. As it was intended to investigate the latter river and go some distance southward, an early start was made next morning although it was raining heavily and a stiff breeze blowing. After a weary and somewhat difficult "track"

and investigations which lasted four days, they were rewarded by finding the iron ore beds of which they were in search. Facing northward again they returned to the camp foot-sore, weary and nearly famished—but feeling much encouraged.

The prospectors also had been successful near the cache in finding a bed of lignite about three feet thick, which, although containing some iron pyrites, would make good fuel. Large gypsum beds were also discovered on the north side of the Moose, near Grey Goose Island, and quantities of fine gravel beds along the shore, which would be of infinite value in railway construction.

Passing Grey Goose Island, they sailed merrily away over the widening expanse of water, swift, but no longer boiling in turbulent rapids. No more portages had to be traversed. The lofty hills were dwindling in size, the rocky chasms shelving to a pebbly shore, and the country gradually unfolding to view and presenting as before, the same general fertility and equal wealth of flower, shrub and tree.

At some future time this territory will doubtless support a large population, for not only is it valuable timber-land now, but will be equally so for agricultural purposes, as well as the country on the Missinaibi



Rich Mineral Land on Hudson Bay.

River, when it is cleared. It is the opinion of an expert agriculturalist, that with proper drainage, the country situated to the south and southwest of James Bay will make excellent farming-land, capable of raising any crop grown in Manitoba, Saskatchewan or Alberta.

Down the Moose River the journey was continued, passing the mouth of the great Abitibi and French Rivers, which from the south, flow majestically down to mingle their waters with those of the Moose, and together with a number of other smaller streams enter the great inland-sea - James Bay - near which is situated Moose Factory. As the voyageurs passed along the banks, a feeling of regret pervaded the hearts of all at the approaching conclusion of the delightful canoe-trip, for they, like all others who have been in those regions, felt the irresistible fascination of the north, which, though difficult to explain, is nevertheless a strong one.

A canoe-trip into northern solitudes is productive of a strange co-mingling of feelings, the first usually being one of mere physical pleasure, as borne along on the current of the rushing river, one catches the con-

tagion of her sparkle and vivacity. What a joy in the bright sunshine, to dip the paddles into the deep waters and hear the measured "click," feel the rise and swell of the depths, race through the pine-scented



Preparing the Evening Meal.

air in the effort to beat the speed of the surging current, and then mayhap to land on the flower-speckled banks, where rest a thousand spotted butterflies.

But at night, when the sunset glory has faded



Nearing the Mattagami.

beyond the woods and stars look down, while fireflies flit through the ghostly branches of the trees, and a wild-bird, disturbed in his rest, flaps his wings uneasily—the mood changes; for unconsciously the remote and alien things of these solitudes stir the blood and quicken the imagination and often a smothered sigh escapes from the shadows of the camp-fire, as if someone felt a strange emotion, which though impossible to define, falls like a benediction upon all who respond to the call of the north.

As Moose Factory was approached, each man became painfully conscious of his rather unkempt and primitive appearance. It was therefore agreed to make concessions to the usages of civilized life and effect some change in personal appearance before venturing into the historic precincts of the Hudson Bay Territory. Discarded coats were therefore dragged from pack-

sacks, tonsorial duties performed and starched collars reluctantly adjusted to brown necks; then drawing all the canoes into line and hoisting a Union Jack on each boat, the party gallantly sailed down the river, and coming around the bend of the island in view of the town, were saluted by the raising of the British flag on the Industrial School, and by the Hudson's Bay Company House flag (the Union Jack with the Company's initials across the top) on the Post.

From the houses and shops came the people—for the arrival of the expected boats attracted considerable attention—and by the time the landing was reached, a large number were assembled, among whom were Archdeacon Renison and Mr. W. Patterson, Factor of the Hudson's Bay Company, who gave the new-comers a right royal welcome. After exchanging warm greetings, they were conducted to the Factory (the house of the Factor) and were assigned quarters in the Hudson's Bay offices.

Moose Factory, though only a small place of about five hundred people, boasts of a cathedral, industrial school, saw-mill, blacksmith and carpenter shops, and numerous Hudson's Bay Company buildings, all kept in splendid order and looking exceedingly neat and trim beneath their heavy coat of white paint.



Waiting for Lunch in Mosquito Season.

The large four-story warehouse of the Company is over one hundred years old and is remarkable for the enormous quantity of timber used in its construction. Three modern buildings of the same size might be erected out of the same material. The timber used in the frame-work and sleepers is very large and was grown on the island on which Moose Factory is situated.

The keys of the different buildings are most unique. These ancient locks and keys were fashioned by the muscular and brawny arm of the village blacksmith more than a hundred years ago, and it is probable that neither the Tower of London nor the Bastille had any that are more interesting or antiquated looking.

The town is as old as Quebec, but has lost much of its ancient appearance since the old palisades of the fort were demolished.

The Industrial School where about fifty Indian children are instructed and boarded is in charge of Archdeacon Renison and two English ladies all alike

interested in and devoted to their work. This renewal of civilization, after fifteen days' isolation in forest and stream, was appreciated very highly, and those who wished to express gratitude for the safe journey, could do so on the evening of their arrival. For service was held daily in the Cathedral and was always well attended. As the bell for prayers commenced to ring, the Indian children from the Industrial School appeared, walking two by two in very orderly fashion and took their places in the chancel, where they lead the singing in a surprisingly good manner. The organ was played by one of the ladies from the Industrial School. It was no small privilege to be present and assist in the singing of the old hymns, and most heartily; and after service to walk in the evening, through the well-tilled garden of the rectory, or alongside the twenty acre field of sweet-scented clover, upon which the Cathedral is situated.

A memorable and delightful week was spent in Moose Factory, part of the time being most hos-



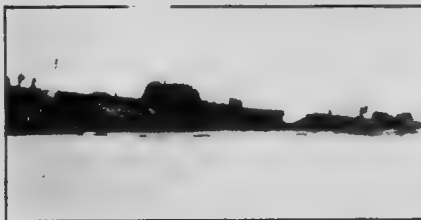
Tonsorial Duties.



Tracking on the Mattagami.



Gypsum Beds.



Approaching Moose Factory.

of the latter city as the "Capital of Canada," and of the visiting party as "Canadians," and of themselves as "Britishers." Questions were asked regarding "Canada and Canadian matters" as if Canada were at the antipodes — the British Islands were apparently much nearer in their estimation — and were spoken of as "Home."

It was very surprising to the visitors to find such an air of dignity and culture pervading the manners and habits of the people in this isolated place; and the bountiful hospitality dispensed to the guests was entirely in harmony with the home. To be attended by well-trained servants, who from a polished sideboard handed grilled bear-steaks, salmi of game, roast-duck and

pitably entertained by Mr. Patterson. Though Moose Factory is so short a distance from Ottawa, the residents spoke

fish of so delicate a flavor as to be almost unrecognizable, was a great surprise in a supposedly "barren" country, and when delicious fruit, grown on the island, was served, also home-made bread and muffins with fresh butter from the dairy, the surprise increased, as it had not been imagined that either fruit was grown or cattle kept in the Hudson Bay Territory.

The garden of the Post, although suffering from the effect of the backward season which prevailed all over Canada in the year 1907, was a genuine surprise to the party. All kinds of vegetables grown in the more southern climate were in abundance, also red and white currants, raspberry bushes and rhubarb were in great



Factor's House, Moose Factory.

profusion. No grain, however, was being raised as all the cultivated land had been turned into timothy and clover. Oats have



Cathedral at Moose Factory.

been raised from year to year, and wheat could be grown if there were facilities for grinding. It was ascertained that the spring season was later than that of the western prairies in the same latitude, but on account of the great water areas, drought and summer frosts were almost unknown.

At East Main River Post, the northern extremity of the wheat-belt and situated about 125 miles north from Moose Factory, grains have been successfully grown. There and at Fort George, 175 miles still farther north, gardens in which were potatoes, turnips, carrots, beets, lettuce, beans, onions, radishes, rhubarb, currants and raspberries were seen. Hay for cattle and horses at the different posts was plentiful. It can be safely said that the agricultural possibilities of the country have never been thoroughly tested, for the Hudson's Bay officers, though capable gardeners, are not practical agriculturalists. The attention of the party was drawn to this fact at Moose Factory, where about fifty acres

only of this large island of several hundred were cultivated. As a proof of the fertility of the soil and the adaptation of climate for agricultural pursuits, it might be stated that 800 bushels of potatoes were raised last summer off a two-acre patch.

There were about twenty-five servants employed at the Moose Factory Post, including the house-servants and dairy maid. The routine of work was methodically arranged, the hour for rising in the morning and for commencing and ceasing work was announced by the ringing of a deep-toned bell on an adjacent building. After tea, and service in the Cathedral, the evenings which lengthened into the mornings were spent in various amusements, reading, walking, singing, dancing, and croquet; and as there were hundreds of Indians in the village, the scene was often a lively and interesting one.

The Indian dances were characterized by two novel features which met with much approval from some of the younger travellers. At the commencement of the last dance, the Indian maiden selects her partner, and at the conclusion kisses him in token of approval and farewell. Some of the visiting party, not knowing how to dance,



Natives of Moose Factory.



Industrial School and Rectory, Moose Factory.



Saw Mill, Moose Factory.

to take their place in "society." Those who did not participate found plenty of amusement in watching the others, as spurred on by the hope of reward and the exhilarating strains of the violin and Indian drum, they danced the "light fantastic."

These social gatherings drew a large and interested number of people (mostly Indians) to see the fun. These come from far and wide to trade at the Post; the Factor calls them all by name, and takes great interest in them, and they in return seem to regard him with much esteem.

The doors of the rectory were also thrown open for the entertainment of the visitors, who very frequently availed themselves of this unlooked-for kindness. In the well filled and prettily decorated library, many hours were spent in delightful conversation and in the discussion of general topics with the kindhearted Arch-deacon and his assistants.

A pleasant hour was spent at the Revillon Bros., Fur-Trading House, on the north shore of Moose River

immediately set about learning, in order especially to tread the last measure, and when the evening arrived, were quite able

and about two miles distant from Moose Factory Island. This company has shown much foresight in their choice of location, as undoubtedly this place will form the terminus of the first railroad to enter the precincts of James Bay. From this Post on the river to the Bay, the waters are sufficiently deep for navigation.

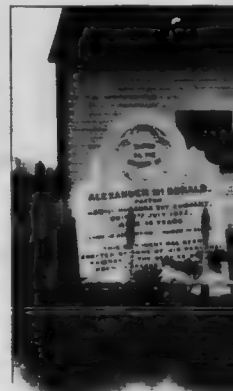


Interior of Cathedral, Moose Factory.

During the time spent in this historic little town, much interesting information was gathered from the officials of the Hudson's Bay Company and other residents, with regard to the early discoveries, most of which, however, was already familiar to the Treasure Seekers and was doubly interesting from the fact that they were then

in the actual locality.

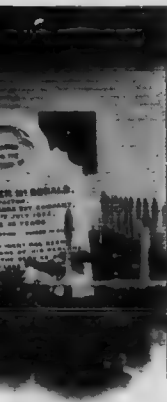
One of the first explorations recorded is that of Sir Martin Frobisher who in the year 1576 came out in search of the northwest passage and succeeded in the discovery of the Frobisher Bay; in 1585 he was followed by Captain John Davis, the discoverer of the Davis Straits. In the year 1607 the renowned Henry Hudson appeared on the scene and made his first visit to the bay



Grave of Factor McDonald, Moose Factory.

Island.
choice
m the
acts of
e Bay,

ent in
much
n was
ials of
mpany
ith re-
veries,
er, was
o the
l was
m the
then



McDonald, Moose Factory

which now bears his name. The next discoverer to sail these waters was Captain James, who in 1631 came westward, also in search of the long-sought outlet to the Pacific. On passing through Hudson Straits, however, he went southward as far as Charlton Island, where he spent the winter and named that portion of the bay the James Bay.

In the year 1668 the first Hudson's Bay Company expedition was fitted out and sent westward under the command of Captain Zachary Gillam and Sieur des Groseilliers, who arrived in the James Bay on September 29th and anchored at the mouth of Rupert's River, where they wintered



The Oldest Native Moose Factory

Groseilliers in charge of the Post. Gillam's report on the country was so favorable, King Charles immediately consented to the granting of a charter to the Hudson's Bay Company, which he signed the following year.

Another most interesting matter to which the party

had their attention directed was the enormous size of the Hudson Bay. This great inland-sea is 1,300 miles in length—a distance nearly as



Cannons Used in the Battle Batoche, now at Moose Factory.

and commenced the construction of a fort and dwellings. Consequently the present Rupert's House Post was the first ever established by the Hudson's Bay Company. Captain Gillam returned to England the following June, leaving Sieur des

great as that from Montreal to Winnipeg and 600 miles in breadth, extending over 12 degrees of latitude and covering an area of 56,000 square miles, being twenty times as large as Lake Superior and forming the largest basin of the five into which Canada is divided. The extent of country draining into it is no less than three million square miles. This represents a portion of country six times greater than that which the St. Lawrence River



Factor's Residence, Revillon Bros., Moose Factory.



Farewell Dinner, Moose Factory.

drains, or twenty-four times as large as the United Kingdom of Great Britain and Ireland. From the west come the rivers of the Rocky Mountains and on the east the rivers from the Labrador wilderness, while southward its roots stretch even to the same lake source whence flows a stream into the Gulf of Mexico. A passing breath of wind may determine whether the ultimate destiny of the rain drop falling into the little lake be the bosom of the Mexican Gulf, or the chilly grasp of the Arctic ice-flow.

Much more might be said of the short week spent at Moose Factory and of the noble work performed by the interesting people there; and it was the prevailing opinion that though the mineral and other treasures to be found along the route were of vast importance, yet of greater worth and more intrinsic value was the contentment, good-will and harmony in evidence there, together with the Christian work carried on.

This little band of workers, shut off from all the

social amenities, in an isolated country, not only regard the place itself with a strong affection, but find pleasure and happiness in the simple performance of duty—in the earnest endeavor to civilize and christianize the Indian and Eskimo living in these territories. Evidence of the success of the Missionary is apparent in the improved character of their charges at all points on the Bay.

The benefit resulting from the efforts of the Hudson's Bay Company must also be mentioned. The exclusive authority which they have exercised for so many years has been on the whole, a beneficent one. Under it no Indian ever had cause to complain of ill-treatment, consequently he commits few crimes; bars and bolts are now not needed on doors, and though the Indian is sometimes untruthful, he will not steal. They have been pronounced by some of their missionaries to be most excellent people except when "fire-water" is introduced.



The Yacht.

These few days were spent in quiet, simple pleasure and in friendly intercourse, and then the yacht, the "Flying Dutchman" being pronounced ready, the party having said "Good-bye" to their hosts

and friends, went aboard and set sail early in the morning, once more on their search for hidden treasures.

Anchor was weighed at four o'clock in the morning of July 10th, just as the sun was rising. No one was stirring ashore, Moose Factory was asleep. As the yacht passed down the river towards James Bay, a parting look was taken at the little town with its white painted houses nestling cosily against the dark background of forest. The sun's rays were reflected in all the windows which sparkled cheerily, and the spire of the little Cathedral rose sharply into the blue sky.

There lay the land—rich in green verdure; great willow trees hung over the banks dipping their drooping branches in the waters; at its edge were the low bending bushes flaunting their tassels of red. The scene was a beautiful one, and all were filled with pleasure and enthusiasm at the anticipation of the

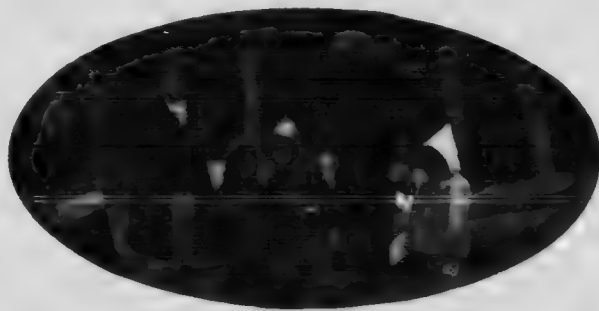


The Entire Area here is Iron Ore.

renewal of their journey.

As they swept on towards the dangerous shoals of Hannah Bay, enjoying the beautiful scene around them, the feeling in their minds was one of unreality. Was this the

Hudson Bay Territory; "The barren region of the north," the "land of everlasting snow," the "haunt of the bear and the wolf" which Fenimore Cooper and Ballantyne loved to depict for the leisure hours of boyhood? Up to the present, no signs warranting these designations had been seen; on the contrary the country appeared of the same nature as further south, the soil and vegetation the same, as to the snow, it had gone



Eskimo Children and Father.



Opinaka River.

was a glorious morning: The sun had risen in all its northern splendor, and a mass of amber clouds like a sea of flame spread overhead, while in the west a sky of royal purple and intense blue, with rosy gleams of color as the wings of a tropical bird, arched itself like a vaulted dome over the pale green furrows of the heaving bay, and to the north shimmering shafts of silver ran down to the purple edge of the distant horizon.

Gulls swept through the air and skimmed the near and distant waves, while a solitary eagle disported himself high overhead. Neither the appearance of the country nor the warm temperature agreed with the generally accepted idea of the climate of Hudson Bay. It is commonly supposed that a certain climate should prevail in a certain latitude, but this cannot be depended upon: For example, wheat is grown 575 miles

with the winter, only to return in the proper season.

The weather was hot—but a refreshing breeze swept over the surface of the bay. It

north of Edmonton, Alberta, far beyond the latitude for wheat-bearing in many other parts of the world. This is due to the extraordinary trend of the isotherms which carries the wheat belt so far north. The latitudes of the British Islands and of central Hudson Bay are the same, the difference of the warmer temperature of Britain being due to the influence of the gulf-stream. The temperature of Hudson Bay is normal, and is not subject to the influence of the Arctic current, as is supposed, which sweeps round the coast of Labrador. In an extent of thirteen hundred miles of country many climatic conditions prevail, consequently they vary considerably in the Hudson Bay Territory, as the Bay extends fully that distance north and south.

Some idea of this difference and of the tremendous area covered by this inland-sea may be gathered from



Indians at Eastmain Post.

the fact that Cape Wolstenholme, the extreme north of Ungava and bordering on the Hudson Straits, is as far north of Moose Factory, as Washington, capital of the



Eastmain River Post.

United States, is south of it, consequently as much variation in temperature may be expected between the two former as between the two latter.

The southern part of James Bay is cold temperate; the northern part of Hudson Bay—a distance of nearly thirteen hundred miles—Arctic. The temperate climate may be taken to extend to Cape Jones, in latitude 54, or to be limited to the shores of James Bay. Cape Jones is directly opposite Cape Henrietta Maria on the west coast, and is considered the dividing line between James and Hudson Bay proper.

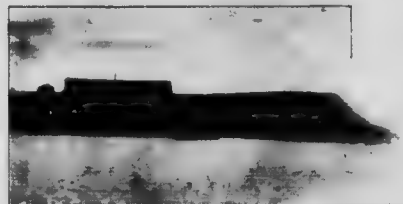
A few hours of pleasant cruising and the yacht left the Province of Ontario and crossed the imaginary boundary line between it and Quebec, the northern portion of which is only partially explored. It seemed so remote and silent, no other craft was to be seen, it

was difficult to imagine that it was within a few hundred miles of some of the chief cities.

During the next two or three days the weather was favorable, the yacht proved a good sailer, and all enjoyed the ozone-laden, health-giving breezes, of the water and were interested in observing the low-lying ragged fringe of the coast-line with its yellow shores, banked by the heavy black belt of fir trees, which deepened in somberness against the dark blue of the sky line. Great flocks of ducks were also to be seen. These only rose out of the water at the approach of the yacht and when they settled down again would form a dark line on the bay, sometimes fully a mile in length.

Wood Island, which is thickly timbered with a medium sized growth of spruce, was visited and the party encamped there for the night. About fifty per cent. of this timber would be sufficiently large for cutting into lumber and the balance would be adapted for pulp-wood. From this point a splendid view of Sherrick Mount was obtained, which from the low sandy banks of the surrounding country rises to a height of 900 feet, and is a striking object, situated as it is where the mainland stretches far out into the sea.

The next morning, plainly in the distance were to be seen Charlton and Strutton Islands.



Revillon Bros' Post at Loon Lake



Rapids on Eastmain River.

the former being the location of the Wholesale House of the Hudson's Bay Company, and the latter that of the Revillon Bros.

From both these houses are distributed the goods for the different Retail Posts of the Bay. These islands, which are but a few miles apart are well situated for this purpose; they are large, well timbered, and have good natural harbors. The Retail Posts on the East Main Coast beyond Moose Factory are Rupert's House, East Main River, Fort George, and Great Whale River.

The traffic between the different posts and the Wholesale Houses is maintained by steamers and schooners in the summer and by dog-teams in winter. It is wonderful how much ground these trained dogs

can cover in a single day, some of them have been known to travel a distance of a hundred miles.

The Retail Posts are the centres of life and civilization on the Bay, but Charlton and Strutton Islands are in addition, the ports for the ocean steamships. The landing and sailing of passengers, the loading and discharging of cargoes, make them the scenes of much activity. The Revillon Bros. last year built a commodious warehouse and fine pier at Strutton Island.



Lake on Upper Eastmain.

A number of islands near the coast, as well as the mainland itself are quite well timbered; a good portion of this, however, is suitable for pulp-wood only. The eagerness of the party to go northward prevented a more thorough investigation of these timber lands, which from their position in the bay, make them valuable for present purposes.

On the afternoon of the fourth day, a heavy mass of scurrying clouds appeared to the west, which brought with them the much dreaded wind. This soon increased to a storm, and after a couple of hours' sailing, the yacht was forced to seek shelter under the lee of a small island. Here the seasick party camped for the night



Short Portage, Eastmain River.



Mr. and Mrs. Gillies (Factor) Fort George.

welfare seems to be a distinguishing feature of the people of the Bay.

In accordance with previous plans to explore the East Main River, it was necessary to visit the Hudson Bay Post, situated on the bank of the river, two miles from the bay, in order to obtain canvas canoes, provisions and guides. Some delay was experienced in obtaining the latter, as the Indians who were most familiar with the ore-bearing localities were away on a fishing excursion. In the meantime the party enjoyed the hospitality of the Factor and his wife, Mr. and Mrs. Turner, and some of the visitors were assigned the cosy little bedroom kept for the use of the Missionary.

In spite of the dangers and difficulties of this "side" trip, it was intended to go a hundred miles or more up the stream, being spurred on by the reports of the finding of mica, copper, and gold deposits by other explorers. The fact is well known that in this great range of hills and on the banks of streams, extending even as far south as Sudbury, gold, silver, copper, cobalt, lead, and other minerals are to be found in paying quantities. This ore-bearing

and built an immense log fire, which was seen by the people of East Main Post. The Factor, thinking it was a signal of distress, sent over a rescuing party. The kindly interest evinced in each other's

country stretches toward the Cobalt region, of which no doubt it is a continuation, and it is a matter of safe conjecture that north as well as south of this East Main River lies a richly mineralized country, possibly the richest in Canada; many areas are known to lumbermen and prospectors already, and no doubt will be of immense value as soon as the country is opened up.

The guides having returned and all being in readiness, adieux were exchanged with those left on the yacht, and active search was again renewed.

The East Main River is nearly as large as the Ottawa and there is a strong similarity in their banks, but in swiftness and turbulence the former is much greater, and its rapids more numerous. The noise of the first is heard immediately above the head of tide and portaging begins. After doing some very difficult paddling and poling, the voyageurs were confronted with an embankment some hundreds of feet high, up which all of the goods had to be taken. This was one of the most discouraging features of the journey. As the banks along the river become higher, a succession of rapids occur, and at times when it narrows to about 300 feet, the volume of water forced between the passages, makes one continuous and deafening roar. At the first of these ravines, "Basil" gorge, the water falls from a great height; at Talking Falls is also a high chute after which the



Hudson Bay Factor Residence, Fort George

river becomes a continuous rapid until Island Falls are reached, when with another leap of 65 feet, it rushes out into the widening channel with a tremendous roar. At Clouston Gorge, the river is again confined between a rocky chasm, rising to a height of at least 200 feet; thus pent up, it dashes through in one great continuous rapid, falling in the interval about 105 feet. For miles above this point, it is a succession of chutes of various heights and great turbulence.

At one place called the Great Bend, the river again contracts to a narrow channel and for at least 15 miles there is a succession of chutes and rapids, while perpendicular cliffs rise on either side, over which it seemed impossible to portage or to canoe. At the end of these rapids, the river takes a sudden bend to the left, and the water rushing down, is deflected by sharp point, causing the larger volume to enter a small bay, where a great whirlpool is formed. This is a dangerous place to navigate and a few years ago was the scene of a fatal accident to some of the Hudson's Bay Company's largest canoes, which filled with men were drawn into the vortex, and all were drowned. The ascent of the river was difficult, in many cases the guides poled the canoes along, while at the same time, the others pulled by the over-hanging branches of the trees. In



Rector English Church,
Rev. W. G. Walton.

spite of these strenuous efforts, the boats were occasionally turned down stream, then stronger attempts would be made till crowned with success.

This will give but a faint idea of the thrilling experiences to be encountered by the canoer who makes the descent of the river. The preliminary training while on the Missinaibi proved a useful preparation.

Some of the portages were long and toilsome, one being six, and three others four, miles each. Many of these trails have been travelled for ages, and various old landmarks are to be seen by the way. These portages, occurring in the sandy districts where the wide and well beaten tracks are shaded from the scorching rays of the mid-day sun by the overhanging branches of the tall poplars, afford a pleasant change from the cramped position occupied in the canoes.

All along the various portages, not only on this river, but up the Missinaibi, are to be seen messages written on birch bark in the syllabic writing taught by the Church Missionary Society. These are inserted between a cleft stick and placed on an elevation and can be seen by the Indians, almost in the dark. The syllabic characters closely resemble the Pitman system of shorthand, and was at first supposed to be written by someone who knew that method.

The banks of the river are very diversified: Sometimes hills run parallel to the stream and occasionally



English Church, Fort George.

they rise behind each other in tiers. About 100 miles up, they grow into mountains, sparsely clothed at the top, but with small timber on the slopes. Between the hills would rush torrents of water of a beautiful clearness and of great volume and velocity—especially from the Ungava side were these to be seen. One elevation was particularly noticeable on account of its resemblance to Mount Royal, at Montreal.

The scenery of the river in this locality is beautiful beyond description, as it widens out into small lakes and bays, while chains of well wooded islands lie on its bosom. Here, but 500 miles directly north of Ottawa, flowing between Quebec and Ungava, is one of the most picturesque rivers of the country and calculated to make an ideal summer resort. At its mouth is a salt sea of 1,300 miles long and 600 wide, where cruises could be made in safety and with a temperate climate several months of the year. This river is noted as a hunting resort; bear, moose and fox are abundant, and beaver is quite common in the upper part of the

river. Near Rupert's House Portage, some good fishing was done with the net, and abundance of white fish, pike and pickerel were caught. Fully 200 lbs. of fish were caught and used on this trip, and no time whatever was spent in fishing, aside from that of the camping hours.



Steamer Outside Fort George Harbor.

Mention has previously been made of the superstitions of the Indians, and an incident which occurred at Fairy Point further illustrates this characteristic. One of the guides became very angry because one of the party shot at a goose; he said the fairies didn't like to be disturbed when they were resting, but their wrath might have been appeased had the goose been killed. On landing, he was observed

carrying the goods to an elevation, and when asked the reason for this needless trouble, replied that the fairies would soon cause the river to rise, and if the goods were allowed to remain on the shore, they would be all washed away, so he was carrying them out of harm's way.

Eight days were spent on the ascent of the river and



Eskimo, Great Whale River.

ance that the journey to the bay was commenced, as the country seemed promising in minerals. All the skill of the guides was required on this "never-to-be-forgotten" descent of the river. Twenty-five miles were made the first evening after sunset, and in the light of the July full-moon. Such a canoe ride none had ever taken; down the rushing waters the boats flew, almost at railroad speed, with a beautifully balmy breeze impelling them onward; never was race more thoroughly enjoyed, as each man vied with the other, and dipped his paddle into the water and pulled his longest and quickest stroke. By eleven o'clock camp had been pitched and every man was nestled cosily in his bed of eider-down, after a most delightful experience.

From this point, two days only were required to reach the bay, although it had taken six to go up. The greatest care had to be exercised in running some of the rapids; indeed they were sometimes gone through in opposition to the guides. In those most dangerous,

in prospecting, but on account of the provisions running short, an immediate return had to be made. It was with much reluct-

cargoes and men were exchanged by the guides so that each canoe would carry an equal weight. So turbulent were some of these rapids that very often while in the trough of the waves, the boats would be completely hidden from each other.

To say the least, the descent of the East Main River was hazardous and exciting in the extreme; even the most venturesome could not suppress a feeling of nervousness, as with suspended breath and quickened pulse, the wild plunge was taken into the madly boiling waters. But the experience is well worth the risk and one likely never to be forgotten.

Having safely descended the river and joined the waiting party who had been prospecting for coal during the absence of the others, they once more embarked on the yacht, July 27th, and set sail on their northern voyage.

Passing down the Bay, the coast was found to be deeply indented by capes, bays and inlets fringed by small and large islands, whose long points jut out towards the peninsulas of the mainland. The coast line all along was still timbered, though gradually diminishing in size; the islands were principally composed of boulders and shingle. The water in this locality be-



Interior of Church, Great Whale River Post.

tween the islands and coast and for some distance out to sea is very shallow—splendid for bathing—and at low tide some of these islands connect with the coast. The names are suggestive: "Flock of Geese," "Gull," "Walrus," "White Bear," "Black Whale." Many of the Islands between East Main River and Fort George were visited and evidence of minerals were visible on several. The Indians report that minerals are to be found along the greater and lesser streams flowing into the Bay. Investigations as to the truth of these statements could not be made; the region covers tremendous areas and is practically unexplored, for in spite of the fact that the government has made extensive explorations in Ungava, little

of the interior is known, but scientific investigations already made indicate that these rivers run through a country rich in minerals.

A few miles from Fort George, Sea Horse Point and Dead Duck Bay were passed, as well as Earthquake Island, where a sanguinary battle between the Crees and the Iroquois is supposed to have taken place, and the Indians tell you without a smile, that so fierce was the onslaught of each contending party,

the island quaked. The Indians relate many legendary stories concerning several of the Islands.

It was in this locality in the year 1611 that Henry Hudson, while on his way home after wintering in the southern end of James Bay was forced into a canoe with five invalids and the ship's carpenter, and with only a few days' provisions sent adrift, while his mutinous crew continued the voyage homeward. Characters, almost illegible, are to be seen on some of the rocks, and these are supposed to tell the story of Hudson's disaster. It is a matter of conjecture whether the ex-

plorer with his six men perished in the Hudson Bay, or if they found their way to the Hudson River in New York State, the scene of his adventures and discoveries in the year 1609.

Fort George, the next Hudson's Bay Co. Post is situated on an island at the mouth of the Kitchi-sepi or Big River, the largest on the Labrador peninsula, and one of the principal rivers of Ungava. Owing to both companies having a post here, quite a little community is gathered together and the place always presents an animated scene. The buildings of the Revillon Bros are new and built in modern style and are well kept. On the day of arrival, August 2nd, the party visited Mr. Herodier of the French Post and Mr. and Mrs.



The Factor's Home, Great Whale River.



Factor Mackenzie, Great Whale River.



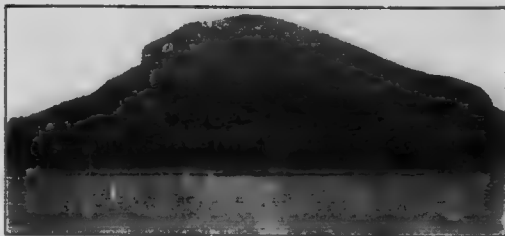
Boat Opening, Manitonunik Sound.

worry of the journey. The culture, refinement, and the comfort of the houses was a genuine surprise to the visitors.

Here, too, is one of the principal churches of the Bay, of which Rev'd. W. Gladstone Walton is the rector. He and Mrs. Walton were absent in England, and the Rev'd Mr. Griffin of Dublin, Ireland, was in charge. The buildings of the Hudson's Bay Post are substantial, and many of them have a history. Mr. Gillies' fine garden and splendid herd of cattle were much admired. A photograph of the factor and Mrs. Gillies standing before an ornamental tree on the lawn was permitted. While entertainment at some of these homes was being enjoyed, it was difficult to realize they were in the land of the Historic Hudson Bay.

On getting out into the Bay, a steamer supposed to be the "Discovery," an ocean-liner between the Bay and England, was sighted. This caused a little ripple of excitement, but it afterwards proved to be the

Gillies of the English, who received them most kindly. These visits formed an agreeable change after the incessant toil and



In the Manitonunik Sound.

"Inenu," one of the Bay steamers. The next sixty miles of the voyage was uneventful, with the exception of an occasional shot at a seal or whale. The iron ore beds of Long Island could not be visited, through lack of time. The weather almost to Cape Jones was exceedingly fine, with a high temperature, and the yacht made good progress through this very crooked channel. It would have been a very unsafe voyage without an experienced guide. The islands appeared to be barren, with only a vestige of vegetation, but the

coast line showed a thick growth of spruce and larch. At Paul Bay the shores were covered with heavy wide grass, which undulated in the wind like waves of the sea. This is a favorite feeding ground of the migratory birds in their spring and autumn flights.

Cape Jones is the northern extremity of James Bay, and the dividing line between the latter and Hudson Bay. Here the beautiful clear waters of the latter were seen for the first time and through its greenish shades were observed sea-urchins and seaweeds of various colors. Great care has to be exercised in passing Cape



Schooner Opening, Manitonunik Sound.



Upper Nastapoka River.

A severe wind-storm was experienced off Cape Jones and an exciting incident occurred. The life boat in tow of the yacht broke away, and it was a serious problem whether to go on without it or to risk turning the boat in the squall to secure it. The latter was decided the lesser danger of the two, and this after much excitement was successfully accomplished.

At little Cape Jones the weather was somewhat rough, so the party landed. Eskimos who were living there came down to see if any assistance was required. The next morning at daylight they came again, bringing a present of a 12 lb., salmon for the "Kabluak," as they call the white man. Their favorite fishing ground is at Seal River, near the Cape, where fish is in great abundance. Their word being very reliable, advantage was taken of their presence to obtain desired information.

With the northward

Jones, as the waters are shallow and the bottom covered with boulders, but safe shelter in case of storm can be obtained at the end of Long Island Sound.

progress of the yacht, the appearance of the country changed considerably. Trees became fewer and the rocks more prominent, and for miles great ledges of limestone skirted the shore. The coast from Cape Jones to Great Whale River is remarkably straight without isthmus or bay. An unsuccessful attempt to locate Sucker Creek was made; the attention of the party had been drawn to this creek as containing a valuable mineral deposit.

They were now nearing the Great Whale River, the most northern Hudson's Bay Company Post. The wind fell as they neared its mouth and it was impossible to enter that night. Next morning, however it was accomplished, although there was a heavy sea on, which lasted for two or three days. The Factor, Mr. McKenzie, received the travellers hospitably, and very kindly gave them the use of one of the servant's houses in which to cook, a supply of food, sufficient for several days.

Great Whale River is well wooded with small spruce and birch, rarely more than 18 inches in diameter, and about 30 feet high. The river itself is noted for its scenery, there being some heavy rapids and many beautiful falls. No cattle are kept here, neither are there any vegetables grown, but the luxuriant



The Yacht at Nastapoka Falls.

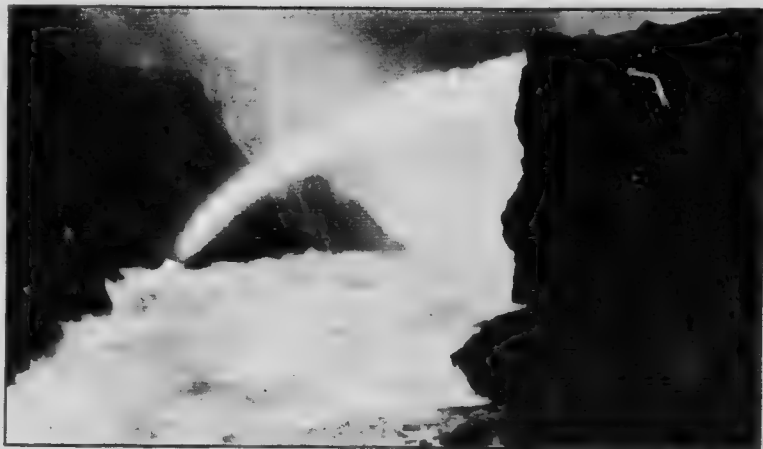
growth of grass around the buildings of the post, indicate the fertility of the soil, although of a light sandy nature.

Several Eskimos were seen at the Great Whale Post, trading their products of the hunt for ammunition and other necessities. There were interesting modes of life and manners to observe when calling at the various posts, consequently the time passed quickly. The stock of furs were always examined with much interest and it was a treat to handle such choice and rich skins. Mr. McKenzie had the Great Whale "Run" packed ready for shipment. This was a very valuable collection and was beautifully packed.

While the storm was still blowing, the Inenu, with Dr. Milne, the Hudson's Bay Co. Inspector on board, appeared and anchored outside the harbor. The weather cleared the day following and the yacht was

headed for the Manitounuk Sound and the Nastapoka Islands, a distance of 80 miles, which was covered in nine hours.

Six miles north of Great Whale River, the Manitounuk chain of islands commences and extends twenty-five miles along and parallel to the coast. The sound is quite narrow and forms a most beautiful picture. As the party sailed along between the great towering cliffs that rose hundreds of feet high above the yacht—a tiny speck on the green waters below—the party felt the utter insignificance of man, compared with the sur-



Nastapoka Falls, higher than Niagara.

rounding wonders of nature. The mighty rocks were like giant castles seated high on supporting buttresses, resembling somewhat the castles on the Rhine. Some of the cliffs leaned over threateningly, and one almost expected to see them crash down in the water below. Although awe-inspiring, they were pleasing on account



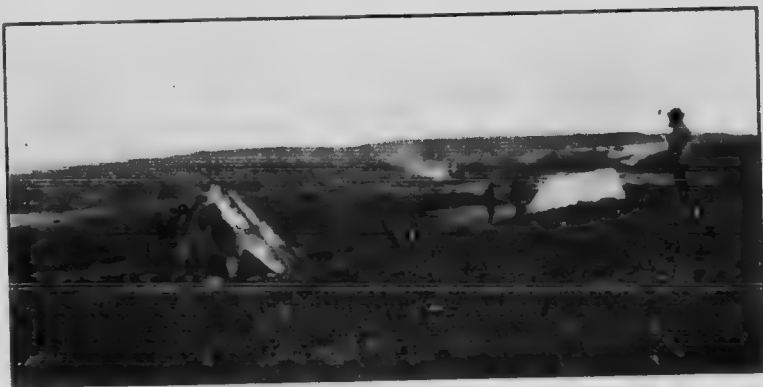
Natives at Nastapoka Falls.

of their extreme beauty. The colors of the stratified sandstones ran from pink to red, the limestones stood out in various shades of yellow, blue, brown and purple, while the ragged peaks from which the cliffs had fallen were colored in green and yellow. These striking combinations of shades contrasted well with the beds of moss on the narrow ledges at the base of these towering cliffs, these again being overshadowed by the dark green of the spruce and larch and the lighter shade of the feathery willows. It was a scene of rare beauty, its loveliness being enhanced by the wonderfully clear atmosphere of the north. The sea was at high tide, and the passage from the Sound, through Boat's Opening was somewhat dangerous, but was made without mishap.

When out in the Bay, the coast was given a wide margin, and as the yacht passed onward, the cliffs rose high in the east, while to the west, plainly visible, lay Duck Island, the burial-place of the Eskimos. Here all the

bodies are deposited, after many a long and weird journey from different parts of the Bay, and buried in the customary way, by placing the remains on the ground, with all their belongings and heaping over them a huge pile of stones. These do not remain long in position, as the wild and hungry animals soon uncover the bodies, which they devour. Eskimo bones are found lying on the ground, and people unacquainted with their mode of burial, suppose them to be the remains of a cannibal feast.

From Little Whale River was obtained the first glimpse of the Nastapoka Islands. This chain dips gently seaward, and presents cliffs from one hundred to four hundred feet high, running parallel with the mainland. The rocks are more or less ferruginous, and much of it contains deposits of high grade iron ore. This is authoritatively stated to be suited for the manufacture of bessemer steel, and compare favorably to both in quality and quantity



Eskimo Camp. Nastapoka Falls.

with the great iron deposit southward from Lake Superior.

Belanger Island, one of the group, was reached early on the afternoon of August 9th. It was an exciting moment as the party stepped ashore on the first island of the iron-bearing group. It was in addition, an historic place, having originally been—a couple of hundred years ago—the location of one of the first Posts on the Bay. While investigating, the party found piles of debris, the sole remains of a once busy place. As the travellers spoke of the many well-known officers of the Company, who no doubt had walked these shores and had long since gone over to the great majority, they felt as if treading on sacred ground.

Agates and other ornamental stones, including specimens of olive-green chalcedony were found on the island, and an abundance of rock which can be used for the manufacture of hydraulic cement was also found.

Almost directly opposite on the coast side is Gulf Hazard, the entrance to Richmond Gulf. The cliffs surrounding the gulf are of great height and can be seen for many miles distant. Some of them seem always enveloped in clouds, and the rain-storms that occurred in the two weeks spent in the locality, centered around

their summits. Several of the Nastapoka Islands were visited, and



Ore Deposit, Clark Island.

some of them found to contain enormous deposits of iron ore. Probably the most important of the chain, at least so far as is at present known, are Clark, Gillies and Taylor, the former being the property of Canadians and the two latter that of Americans. The chain extends for ninety miles northward, and consists of about 65 islands, some of them being ten miles long. Only the islands as far north as Taylor were visited, some of these to secure specimens for comparison only. The islands with the greatest deposits have also fine harbors with great depth of water and can be easily mined. The limestone rock on the shore of the mainland and as far south as Little Whale River, contains lead and copper. Some remarkably fine specimens of the latter were secured in that locality.

On August 12th, the yacht with the crew and three of the party left for the Nastapoka River, leaving the others on one of the islands. Although but twenty-five miles northward, it took three days to reach this point.



Fresh Water Lake, Clark Island.

A day was spent on both Gillies and Taylor Islands, investigating ores, fishing, hunting, and waiting for a favorable wind. One of the most gorgeous sunsets, of the many seen, was observed at the former island, when the sun setting in a bank of crimson clouds, bathed the whole scene with its dying colors. The yacht was anchored in the shade of the arching cliffs, which rose 400 feet above, while opposite and about four miles distant were the crags of the mainland, thousands of feet high, clad with its heavy coat of moss, which in the interstices grew greener and heavier. As the sun sank to rest, its rays were reflected and shone across the bay, until the mainland, with its carpet of moss was stained with a crimson hue, which gradually deepened until its glow was lost in the gathering twilight. This sunset was a revelation in color effect and if it were seen on canvas, would in all probability be pronounced—unnatural.

As the southern winds which prevail at this season were not yet blowing, progress was slow, and the

and Falls were reached on August 15th, with much difficulty. This river, coming far from the interior,

flows into the Hudson Bay. It narrows to two or three hundred feet a little above its mouth, discharging a large body of water over a precipice higher than Niagara. As the yacht approached the Falls, a magnificent rainbow was seen arching itself, like a crescent, over the foaming waters. This phenomenon is always to be seen in the sunshine. The Indians unacquainted with this locality, were delighted. "The Manitou," "The Manitou", they exclaimed, and not only did its loveliness appeal to the untutored child of nature, the Indian but to all.

The party remained a couple of days at the Falls and were much impressed by its enormous size and the tremendous volume of water falling over the rocks. They felt amply repaid for their long journey, and realized that the accounts read before starting had been fully justified.

On the arrival of the party at the Falls, a number of Eskimos came in their kyaks from



Taken half way Cliff, Nastapoka Falls.

their encampment with presents of fish, receiving tea, tobacco, pipes, clothing, etc., in return. They visited every corner of the yacht and evidently imagined it a floating palace. An Eskimo testament, lying on a table was seen by one of the visitors, who taking it up, handled it reverently and called the attention of the others to the book. It was printed in the syllabic characters of the bark-messages.

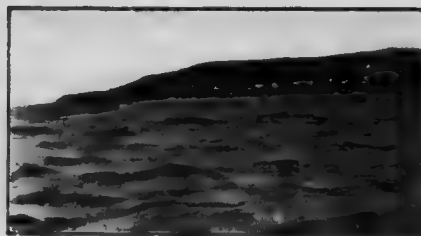
A great school of whales were seen in the mouth of the river and at one time, fully fifty were disporting themselves. A whaling expedition was hastily arranged, consisting of three of the party accompanied by two brawny Eskimos, who took their whaling paraphernalia with them, expecting to capture one of the mammals, but though repeated attempts at harpooning were made none were successful, and the whales escaped into the open sea.

Sailing away next morning, the travellers still in their berths thought the yacht had run on a rock, but their fears were allayed by the assurance of the crew, that they only had collided with a whale.

Owing to unfavorable winds, Clark Island, where the rest of the party had remained, was not reached for two days, although only a few miles distant; consequently on arrival they received a most hearty reception—a week having elapsed since their departure—the island party had in the meantime suffered great anxiety, which

almost increased to despair, as time passed on and nothing was seen of the yacht. They had been planning how to reach the mainland, but not being sufficiently inventive, nothing practical had been done, so their joy and relief was great on seeing the yacht once more.

A hasty breaking of camp ensued, as the time for homeward sailing was fast approaching, but a four days' storm, while still in the Nastapoka Sound, caused another delay, which created considerable uneasiness at the swiftly passing time. The days, however, were spent in reading, story-telling and banquetting. The storm now raging was the first really dangerous one experienced on the bay. When it ceased, they passed southward, going reluctantly by the mouth of the Richmond Gulf, on the shores of which, agates and lead have been found, and headed for Little Whale River, up which they sailed for about two miles, between enormous cliffs hundreds of feet high, having the appearance as in the Manitounuk Sound, of immense castles. Here the party while prospecting suffered considerable hardship, not however without being well repaid by the finding of deposits. This was the final search of the Treasure Seekers, and a feeling of much satisfaction was experienced. Their extensive work was done, the months of separation from home and



Off Clark Island.



Leaving Anderson Island.



One of the Nastapoka Islands.

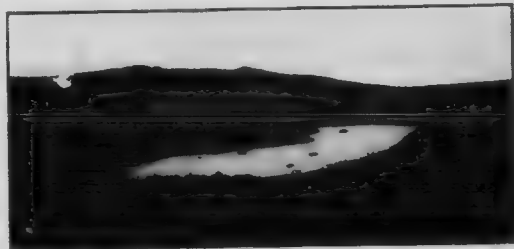
friends fast drawing to a close, and they already began to anticipate the re-union, but unfavorable weather again awaited them. The time appointed for embarking on board the steamer had passed, so when Great Whale River was reached, a day only was spent at the Post getting fresh supplies and listening to accounts of a great whale catch that had taken place during their absence. No less than thirteen had been captured. All available help was engaged in cutting up the carcasses. The sight proved very interesting, but the odor from the fish now dead several days was most disagreeable.

An interesting event of the voyage from Great Whale River to Fort George took place at a small island off Cape Jones, where three polar bears were seen. Great excitement prevailed for a time, on the island apparently as well as on the yacht. Rifles were hastily brought from the cabin and preparations made for the hunt, but the superstitious Indians could not be induced to land the party, and while the disappointed sportsmen watched them, the bears scampered off over the brow of the treeless island; thus the opportunity of a lifetime was lost. The same day nine polars were seen in the same vicinity by the crew of an incoming steamer.

On the evening of the arrival at Fort George, three steamers belonging to the Revillon Bros.—including the “Erik” on which passage had been engaged by three of

the party—came into the harbor, so now all anxiety was at an end. As the “Erik” had to discharge at Strutton Island, giving the party another ten days in the Bay, a day was spent with the Rev'd Mr. and Mrs. Walton who had returned from England, and in the absence of Mr. and Mrs. Gillies did the honors. The latter before leaving home had kindly left instructions that the party should have free use of the garden. This permission was quickly taken advantage of, and lettuce, turnips, carrots and even onions disappeared like magic, and were enjoyed as if they had been the most delicious fruit. After service in the church, the last evening was spent most pleasantly at the rectory, listening to accounts of ministerial work on the Bay, and of long journeys by dog-team to visit the Indian and Eskimo. The delicious blueberries and cream served by Mrs. Walton are of precious memory and were reverted to in the conversation of several succeeding days—such delicacies having been out of their reach for so long a time.

The party hearing that lead had been discovered near Fort George were anxious to again investigate, but being unable to get a guide, unfurled the sails and said “Good Bye” once more and in two days arrived at Strutton Island. Here the party divided; the engineer, doctor and one other



Taylor Island.



Dry Dock, St. Johns, N.T.T'd.

fishing, hunting, and strawberry, raspberry, blackberry and blueberry picking were indulged in—a pleasant recreation after the arduous work of the season.

One of the pleasures of the visit to Strutton Island was the receipt of mail from Montreal which had been carried by the steamer "Stord." These months of isolation from friends and civilization had been a new experience; in four months many changes might have taken place, consequently, letters and papers were torn open and read with as much eagerness as treasures had been sought during these months of separation.

The "trio" lived aboard the "Stord," one of the Revillon Bros' steamers, during the last week, and were entertained most hospitably by these courteous French people, some of whom had but recently come from Paris. Mr. Drolet, the Inspector of Posts on the Bay, accom-

panying by way of Labrador, and the others by Moose River. As the "Erik" was not ready for sailing, a week of most delightful weather was enjoyed here, and

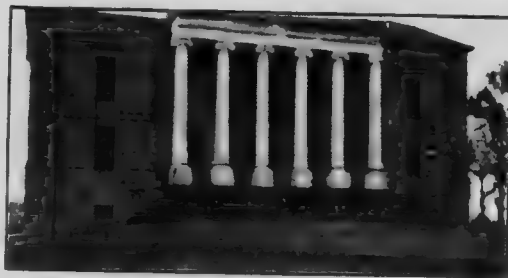
panied by his wife were spending the summer here, the former superintending the building of the warehouse, the unloading of cargoes and attending to the shipment of furs.

The day of sailing—September 15th—at last arrived, and after saying "farewell," the party embarked on the "Erik" and sailed away northward, full of anticipation. The "Erik" was built for sailing the northern seas and has been used on several occasions by Peary—in fact, it had the honor of carrying Mrs. Peary on one of the exploration voyages.

It is worthy of remark that the party during the whole of the journey and while investigating under extremely trying circumstances, exposed to all kinds of weather and running all sorts of physical risk, followed the example of the noted explorer, Mr. Peary, in abstaining from all kinds of stimulants.

The general health of the members of the party was never better, and during the whole period there was not a moment's sickness among them all.

On the 21st of September, Hudson Straits were reached, and by the 24th, Cape Chidley, the most northern part of Labrador, was rounded and the Arctic current entered. Here the party imagined themselves



Government Building, St. Johns, N.T.T'd.

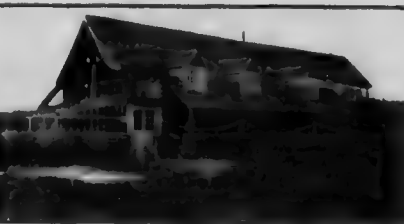
within easy distance of Greenland and well advanced on their way home, but the Captain informed them they were 800 miles from the former and 1,000 miles from St. Johns, Newfoundland.

Battle Harbor, the scene of Dr. Grenfell's labors, was passed at midnight on September 27th, the little town being only a mile distant and the lights plainly visible; the same night Belle Isle was also passed. Four ocean liners inward bound were sighted; and two days afterwards the signal on Cabot Tower at St. Johns, Newfoundland, announced the approach of the "Erik." It was very gratifying after fourteen days of equinoxial weather, to be again on terra-firma; and when the next evening found them on board the west-bound train, they were happy and contented men. After another thirty-eight hours they reached the Inter-colonial and commenced the home-run. It certainly was a pleasure, after the long, rough passage of the sea, to lounge in the easy chairs of the parlor car and view the beautiful scenery of that well-appointed railway system. Montreal was reached on October 2nd, and a week later the Missinaibi River Party arrived.

Meeting together they exchanged congratulations and reminiscences and reviewed the work done. Six

thousand miles by river, sea and land were traversed, and four months spent in searching out the treasures of Northern

Ontario, Northern Quebec and the coast of Ungava. The objects of their journey had been attained and they felt that those interested in the welfare of Canada, should be informed of its wealth of soil, minerals, timber and fisheries in those regions, and of the tremendous possibilities for the investment of capital in this vast country of undeveloped wealth.



Sportsman's Lodge, near St. Johns, Nfld.



Government House, St. Johns, Nfld.

They also felt it their duty to give to the public some account of the favorable climatic conditions prevailing in the territory of the James and Hudson Bays, and also to give publicity to their belief that the demand made by Northern Canada for an industrial population was

more than justified by the enormous economic wealth now lying undeveloped in the country.

Having seen no ice in the Hudson Bay, or in the Hudson Straits with the exception of an occasional iceberg—which may be seen at any time in the Atlantic—either during the cruise or on the homeward voyage,

and having investigated and obtained such information from natives warranting such an assertion, they felt convinced that with properly-constructed vessels, the Hudson Bay Route might be considered as Canada's Highway to Europe, for at least, one third of the year, and also that railroads running northerly should be built before Northern Canada can come to her own, and her hidden treasures be exploited.

Though it was a pleasure to return to civilization and

be once more in an environment of culture and refinement; to be able to turn on the light with a button, to step to a café and order lunch, yet a feeling of regret was experienced that the trip was over, and often their thoughts turn wistfully back to the wild and lovely "Land O' the Silent North," where amid the "stillness of ages" they meditated on the destiny of their beloved country and experienced a patriotic pride and joy in the glory of her future.

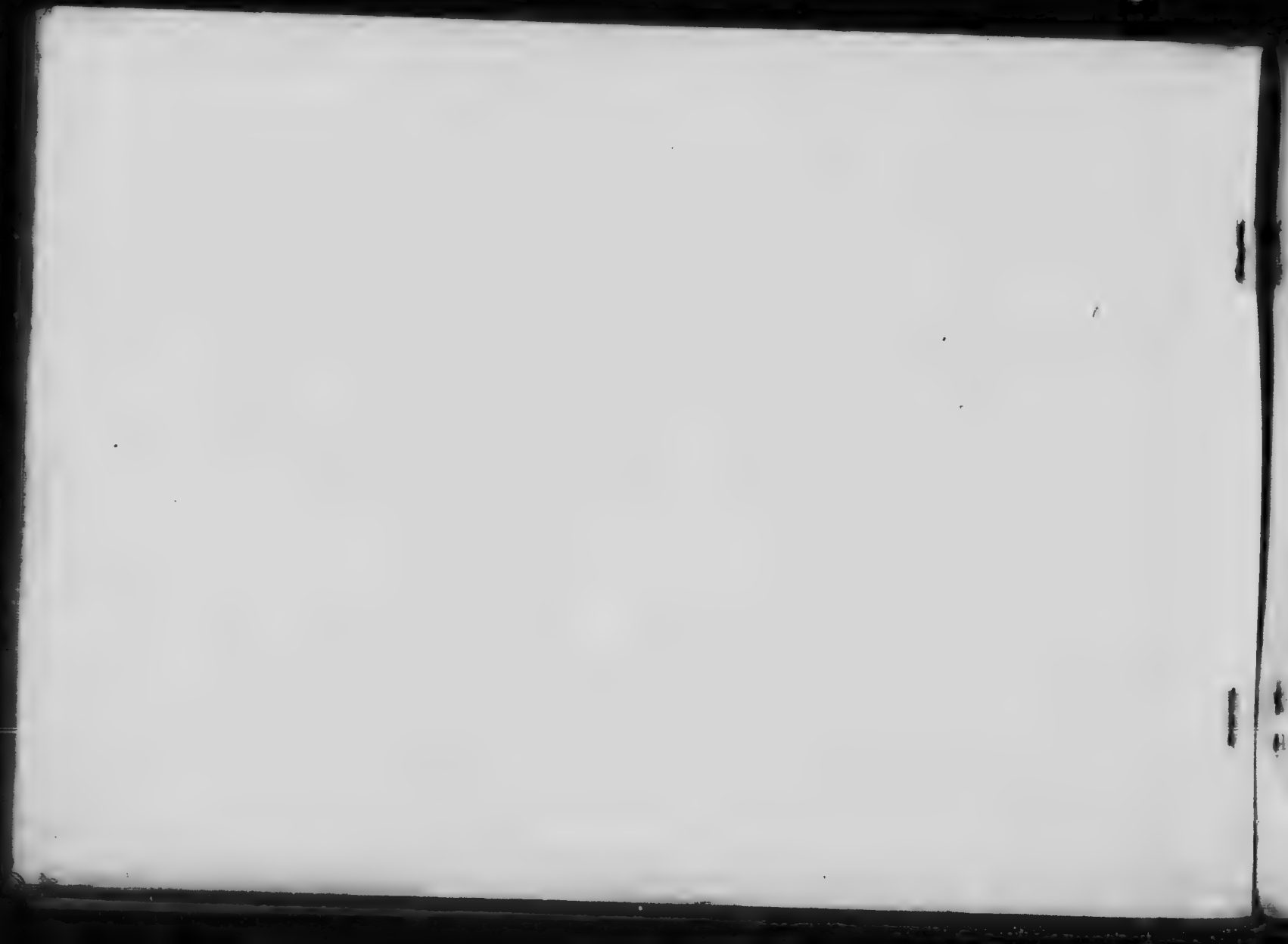


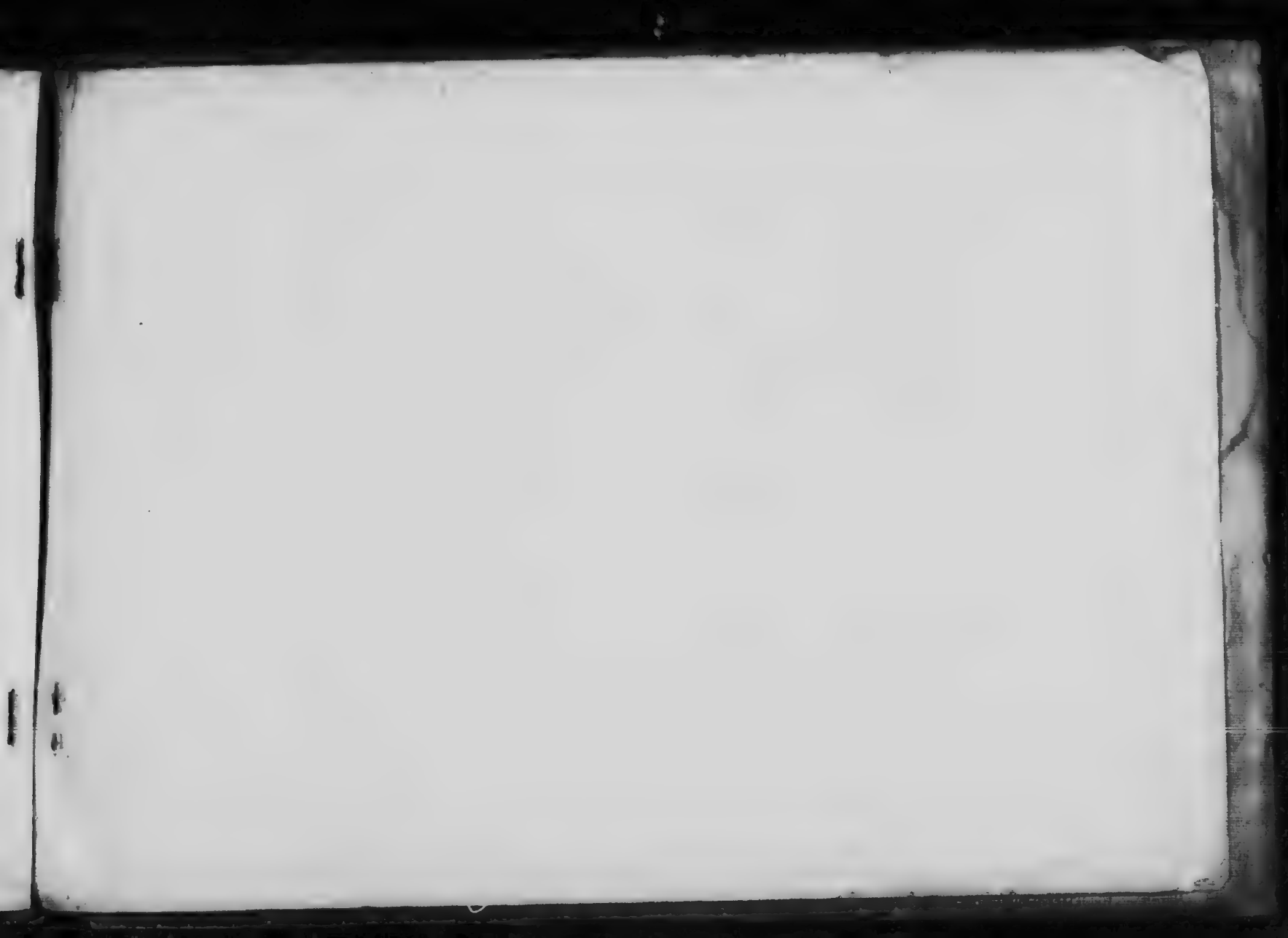


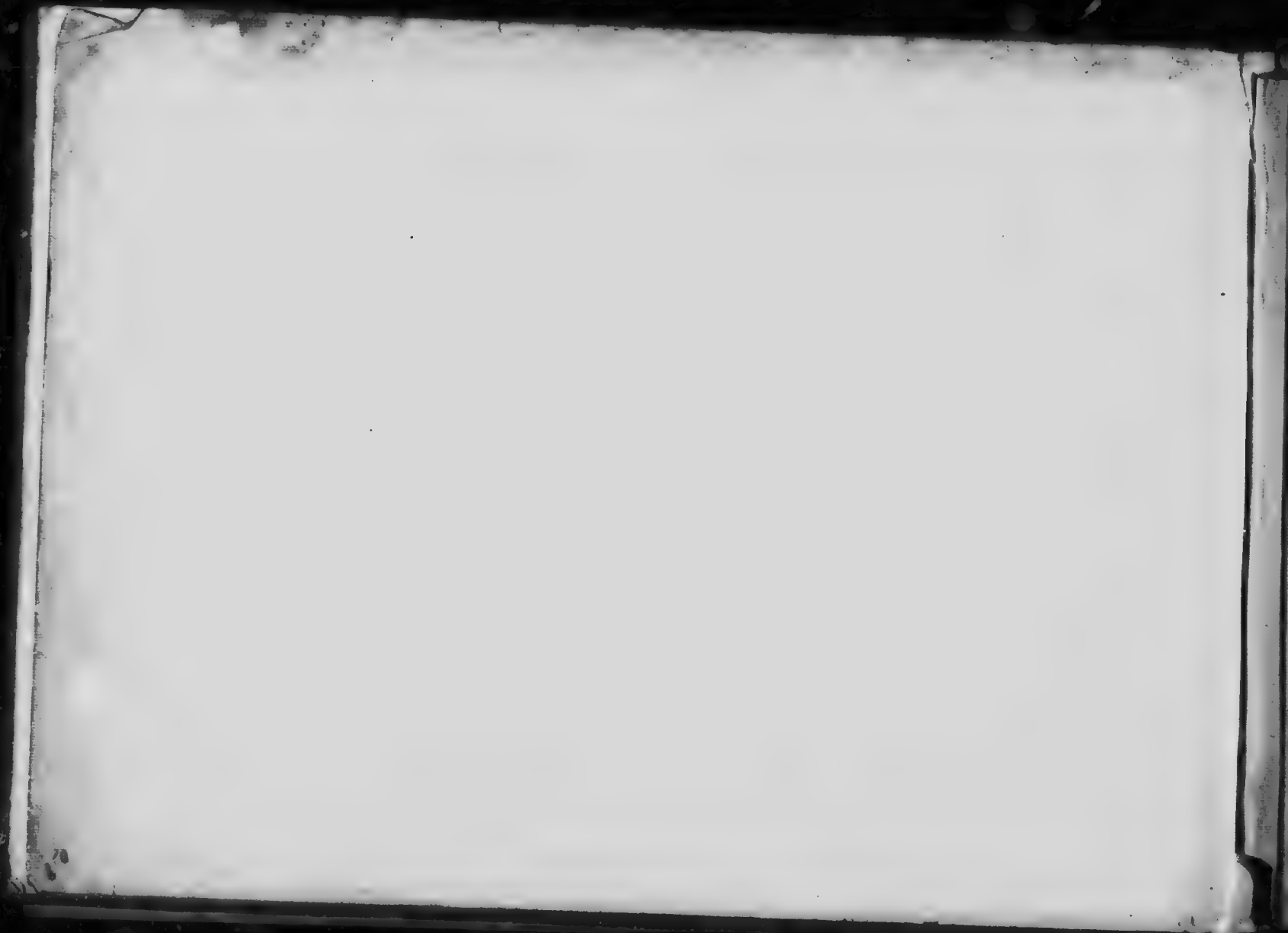
W. TEES CURRAN.



Doctor HORACE P. ADAMS.

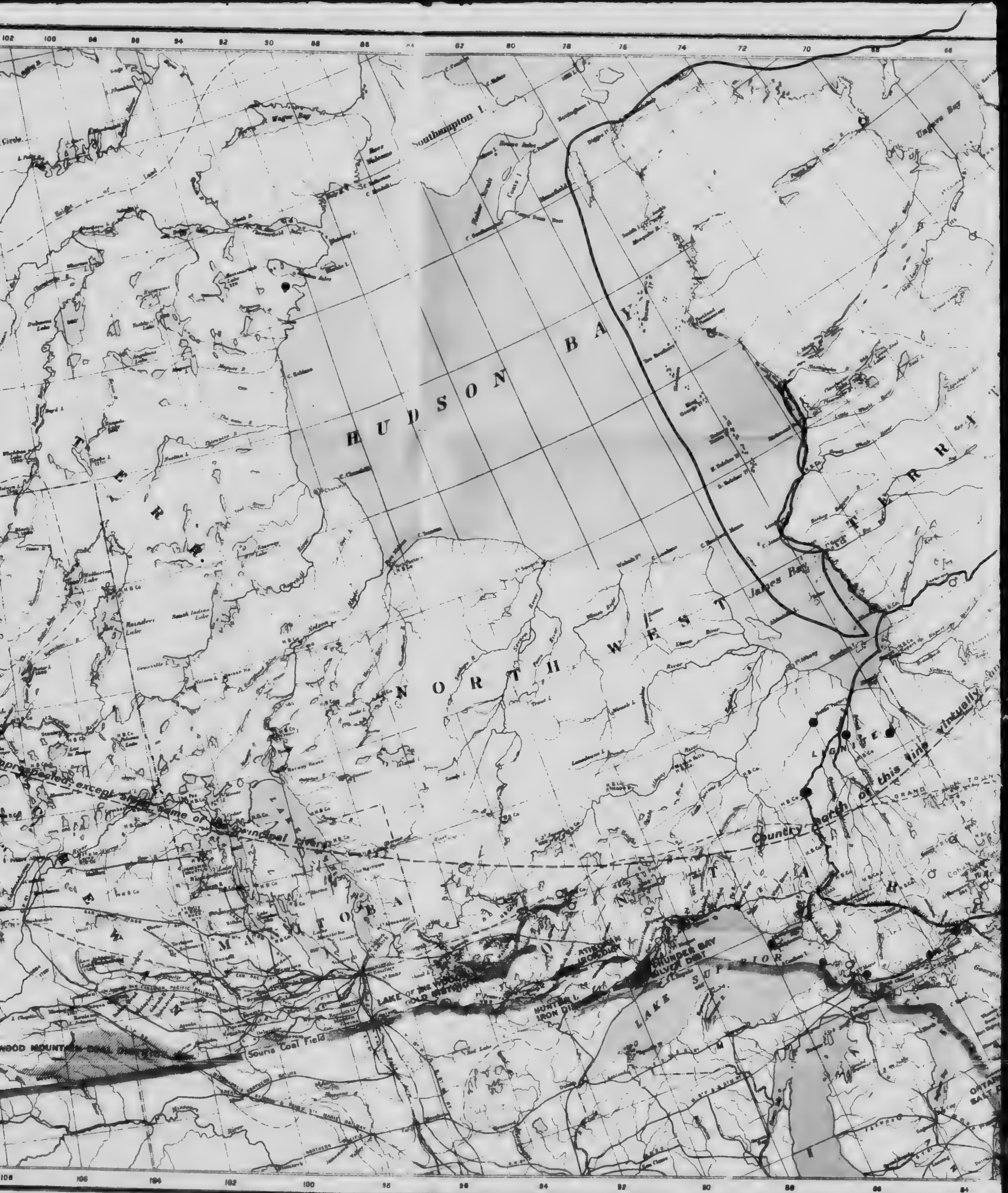


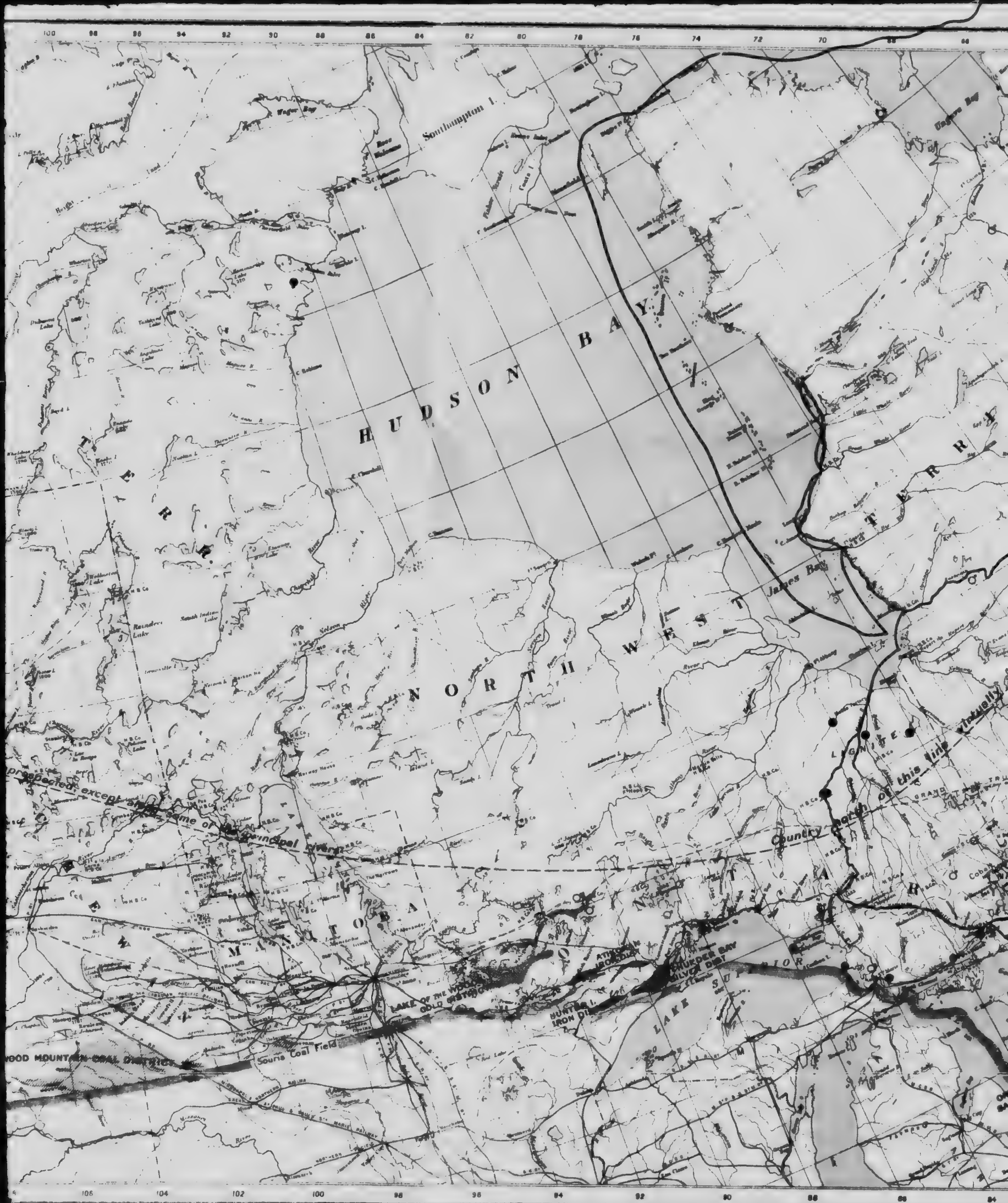














Department of the Interior
MINERAL MAP

Natural Scale $\frac{1}{1000000}$
Scale 100 miles to one inch
James White, F.R.G.S. Geographer.

Special Edition, to accompany
"GLIMPSES OF NORTHEASTERN CANADA"
Route of Expedition.

Legend

- | | |
|-----------------|--------------------|
| * Gold (Quartz) | N Nickel |
| Gold (Placer) | Cobalt |
| Gold District | Manganese |
| Pt Platinum | Copper |
| Silver | Chromium |
| Silver District | Apatite |
| Lead | Gypsum |
| Zinc | Asbestos |
| Antimony | Nickel |
| Ar Arsenic | Salt |
| Coal | Salt District |
| Coal District | Lithographic Stone |
| Peat | Graphite |
| Petroleum | Slate |
| Natural Gas | Quartzites |
| Iron | Corundum |
| Iron District | Cement |
| | Ochre |





